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INTERNATIONAL FISHERY LAWS.

Professor E. F. Prince, who represents the British government on the international fish commission has arrived at Stamford University, Cal., to confer with David Starr-Jordan, the United States commissioner. The two commissioners will compare the results of their investigation, preliminary to the preparation of a final code of laws governing the international fishery relations of the two countries. Each representative has drawn up a separate set of laws. The final code will be sent to President Taft, who will submit it to congress. The code also will be presented to the British Parliament. If the combined code is ratified, its provisions will apply to all the fishing waters contiguous to the United States and Canada.

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That fish may carry typhoid and cholera germs from contaminated streams into hitherto unpolluted tributaries has been proven by experiments by the French Biological Society.

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MACKEREL AT NEW YORK.

At New York this morning from the southern coast traps, are three barrels of large mackerel, the fish selling at 75 cents each.

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SEINER HAD A NARROW ESCAPE.

Sch. Benjamin A. Smith
Almost Run Down by the
Sch. Effie M. Prior
Latter Grazed by Stern
and Cut Seineboat in
Two.

Sch. Benjamin A. Smith, Capt. Solomon Jacobs, had one of the closest calls from being run down and sunk, out south, a few days ago, and Capt. Solomon Jacobs and his crew feel thankful that it was only the seineboat that was lost. For a few minutes it looked as though the captain and his men would have to jump to the seine boat to save themselves and that the fine craft would be sent to bottom.

Regarding the exciting incident, Capt. Jacobs says that it occurred early in the morning of April 19. The Smith at the time was laying to, on the port tack, heading west by south. The watch saw a green light to windward which proved to be on sch. Effie M. Prior, running about north by east.

It looked as though the latter craft would cross the Smith's bow all right, but when she got about abreast of the Smith's forerigging, she suddenly swung off and it looked as though it would be impossible to avert a collision.

All hands were on deck on the Smith, and Capt. Jacobs ordered the seine boat quickly hauled up under the stern; this for two reasons, first to use the boat as a haven of safety, should the Prior strike the vessel, and, also should she just squeeze by under the stern, to save the boat from being smashed. The wind was blowing heavy at the time and Capt. Jacobs says it seemed a case of sinking the Smith or of the Prior fibing her mainsail and to have tried the latter would probably have meant taking both spars out of the latter craft.

As it was the Prior was just able to skim by the stern of the Smith, striking the seine boat, cutting it in two and sinking it. The seine was in the boat, as Capt. Jacobs had been looking for fish during the night, but they were able to save it with the assistance of Capt. Prior and his crew, although it was somewhat torn.

It was indeed a close call, and all on board both vessels were glad it was no worse.

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SCH. CAVALIER BEAT THE RECORD.

On Twelve Days Trip
Sailed 1,300 Miles and
Caught 50,000 Pounds
of Halibut.
Arrived Yesterday from
Burgeo Bank Off New-
foundland.

Completing what in many respects is the most remarkable halibut trip in the history of the fisheries, sch. Cavalier, Capt. Robert B. Porper, arrived here Saturday night. In 12 days the craft has sailed about 1300 miles and secured a big fare, 50,000 pounds of halibut, a record never before approached or equalled.

The vessel left here on Monday, April 12 bound for the fishing ground off Burgeo, on the southwest coast of Newfoundland, and was naturally expected to be gone about a month, and perhaps longer, therefore one can imagine the surprise of even the most hard set old wharf habitue when Sunday morning it became known that the Cavalier had come in the night before. But in she was and she had brought what she went after.

The story of the trip is most interesting. The craft left here Monday and got on the fishing grounds off Burgeo on Friday night, having a fine chance down. In order to clear any possible field of ice which might have been sweeping down from the Gulf of St. Lawrence, Capt. Porper went 100 miles or so out of his way, around the southeast part of Quero bank, thus adding materially to the 600 miles between here and his objective point, taking a regular course.

On Saturday the crew struck out for their first set and found the fish all right. They kept at their work, finding good picking, Sunday, Monday and Tuesday, finishing up on the latter day and having all together what the gang called about 50,000 pounds well iced in the pens.

There was no time wasted in getting on the homeward journey, and that very same night, just after the last set, the main boom was swung off and the dandy craft was headed to the southward and westward and all hands got ready for a dash for market. Skipper and all, they oiled up and took their clothes off for the first time after they anchored in the harbor here.

The vessel had a great chance home, with the wind easterly most of the way. Capt. Porper knew about what his vessel could do and made her do it, so the six hundred and odd miles were reeled off as fast as the wind would take her.

The trip just completed is one of the quickest halibut trips ever made, and for the distance gone and the time it was done in, is in a class all by itself, and it will be a long time before it will be equalled. Things worked just right and it was one chance in a hundred, and Capt. Porper, peerless veteran of the halibut fleet, was just the man to take advantage of that chance.

Capt. Lemuel E. Spinney, one of the greatest hustlers in the fishing business, has a record of two quick halibut trips to the Gully and Quero bank, in 13 and 12 days and there is a record of a trip to Quero in 11 days, but these grounds are handy home when compared to the far away bank on which Capt. Porper did his fishing.

This trip of the Cavalier will be the talk of the fishermen and skippers for many days.

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Portland Arrivals.

The following vessels were at Portland Friday with fares of fresh fish:
Steamer Elthier, 9000 pounds,
Sch. Eva and Mildred, 16,000 pounds,
Sch. Wesley W. Sinnett, 3000 pounds,
Sch. Isabel Parsons, 4000 pounds,
Sch. Elizabeth W. Nunan, for bait.

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Halibut Sale.

The fares of sch. Cavalier sold to the New England Fish Company at 7 cents per pound for white and 5 cents for gray.

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BONITAS DRIVING AWAY FISH.

Probable Cause of the
Non-Appearance of Mack-
erel Out South.
Cold and Stormy Weather
May Also Operate Against
Fleet.

The weather out south Saturday was bad, the fleet being up against a fresh northeaster, and some harbored. All that came in reported seeing no fish and have been all over the fishing grounds. Capt. Solomon Jacobs says the bonitas are driving the mackerel north, and that never before has he seen so many of these pests in southern waters.

A letter to the Times from the Delaware breakwater, written Saturday morning, states that the weather was bad there at that time. Sch. Harmony, Capt. Augustus G. Hall, came in during the night. Capt. Hall reported that he had been down to the southward in latitude 36.20, and then came 10 miles to the northward of that, and sailed through schools of bonitas all that distance. He did not know how far east and west this body of bonitas extended, but they were going at a great rate, and throwing the live feed right out of the water. He reported that he had not seen a mackerel yet, but plenty of porgies.

He thought the main body of the seining fleet was about east from the breakwater, and perhaps a little to the northward of that.

Sch. Lena and Maud also came in at the breakwater for harbor during the night and Capt. Hamor reported more of the fleet coming behind him.

Saturday morning it was blowing a fresh northeaster, and many of the fleet were expected in for harbor.

A letter from Capt. Solomon Jacobs of sch. Benjamin A. Smith, who sailed south from here March 20, gives that well known skipper's views of the mackerel situation. Capt. Jacobs says that the night before he lost his seineboat by having it run into by sch. Effie M. Prior, he saw several large schools of mackerel, but they would not stay up long enough to give anybody a chance to set for them. When the Smith was only six days from here, Capt. Jacobs says he made the fish to the southward, quite a large body of them, but very wild, and they would only flash, and did not stay up at all. Besides this the weather was very bad, and it was impossible to do anything. He followed the fish for 140 miles to the northward and then fell in with the main body of the fleet. The redoubtable skipper thinks that he would have been in long ago, but for the bad weather and the fact that the water did not fire. They did get a few fish on one set, but not enough to market. He says that regarding the movements of the schools, his reason for the fish being so far north at this time of the year is the large body of bonitas that are on the ground and chasing them along. In all his southern experience he never saw so many bonitas. His courage is still good, and he hopes to snare a school before long.

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TWENTY-THREE ARRIVALS.

Boston Price for Haddock Fair
but Low for Codfish.

Monday evening's opening finds 23 vessels at T wharf, Boston, all market boats, some with big catches, but the majority with just ordinary fares. The market is fair on haddock, but unexpectedly low on codfish.

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Three of the Provincetown fleet are there with from 19,000 to 33,000 pounds each, but the high boat is sch. Richard J. Nunan with 42,000 pounds, mostly hake and cusk, sch. Stranger has 10,000 pounds, sch. Washakie 23,000 pounds, sch. Sylvia M. Nunan 11,000 pounds, sch. Warren M. Goodspeed 18,000 pounds, sch. Valentinnia 16,000 pounds and sch. Minerva 12,000 pounds. The rest run from 3000 pounds to 9000 pounds.

Haddock are selling at from \$2.50 to \$2.75, while large cod are \$2.50 to \$3, and market cod at 75 cts. to \$2.50, large cusk \$1.50, and pollock \$2.50.

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Today's Receipts.

Sch. Cavalier, Burgeo Bank, 50,000 lbs. halibut.
Sch. George H. Lube, shore, 20,000 lbs. fresh fish.
Sch. Teresa and Alice, shore.
Sch. Mertis H. Perry, shore.
Sch. George E. Lane, Jr., shore.
Sch. Clara G. Silva, shore.
Sch. Mary E. Sinnett, shore.
Steamer Bryda F., shore, 1000 lbs. pollock.
Steamer Lydia F., shore, 6000 lbs. pollock.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 7 cents per lb. for white and 5 cents for gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish, Western cod, large, \$1.65; mediums, \$1.40; Eastern cod, large, \$1.55; medium, \$1.30; cusk, \$1.50; for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.

Shore frozen herring for bait, \$2.00 to \$2.50 per cwt.

Round pollock, 50 cts. per cwt.
Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Vessels Sailed.

Sch. Mary Edith, haddocking.
Sch. Aspinet, haddocking.
Sch. Ramona, Rips.
Sch. Jessie Costa, Provincetown.
Sch. Lochinvar, haddocking.
Sch. Boyd and Leeds, Rips.
Sch. Gertrude, Rips.
Sch. Agnes, halibuting.
Sch. Mina Swim, Rips.
Sch. Annie and Jennie, haddocking.

Fishing Fleet Movements.

Sch. Bohemia, with 65,000 pounds of salt cod, and schs. Mystery and Smugler were at Canso, N. S., Thursday.
Sch. Mabel D. Hines, with 60,000 pounds of salt cod and sch. Gossip arrived there the same day.

Sch. Vanessa was at Liverpool, N. S., Friday.

Schs. Gladys and Sabra and Oliver F. Kilham cleared from Liverpool, N. S., Friday, for this port.

Sch. Georgie Campbell passed Mulgrave, N. S., bound north on Friday last, being the first American fisherman to pass that point this season.

Sch. Jessie Costa has had a new mainmast stepped and will now return to Provincetown to fit out for the market fishing.

Sch. George H. Lube, now taking out a fare of fresh fish at this port, will soon haul out to be fitted with a gasoline engine for auxiliary power.

Sch. George E. Lane, Jr., is at this port to fit for Rips fishery.

Sch. Emily Cooney, Capt. Patrick Murphy, is fitting for pollock seining.
Capt. Thomas Downey is fitting sch. Fannie E. Prescott for seining.

Boston.

Sch. Richard J. Nunan, 5000 haddock, 7000 cod, 12,000 hake, 18,000 cusk.

Sch. Hope, 5500 haddock, 2000 cod.

Sch. Leo, 4000 haddock.

Sch. Mary E. Silveira, 500 haddock, 15,000 cod, 18,000 hake.

Sch. Walter P. Goulart, 5000 haddock, 2000 cod.

Sch. Stranger, 7000 haddock, 3000 cod.

Sch. Two Sisters, 3000 cod.

Sch. Marian, 3000 cod.

Sch. Ignatius Enos, 4000 cod.

Sch. Reliance, 3000 haddock, 700 cod.

Sch. Helena, 700 haddock, 1500 cod.

Sch. Minerva, 8000 haddock, 2000 cod, 2000 hake.

Sch. Valentinnia, 14,000 haddock, 3000 cod.

Sch. Annie Perry, 6000 haddock, 8000 cod, 5000 hake.

Steamer Bessie A., 8000 pollock.

Sch. Hattie F. Knowlton, 4500 haddock, 2500 cod.

Sch. Warren M. Goodspeed, 11,000 haddock, 3000 cod, 4000 hake.

Sch. Mary J. Ward, 1800 haddock,

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Sch. Rose Standish, 1500 haddock, 2000 cod.

Sch. Flora J. Sears, 8000 haddock, 1000 cod.

Sch. Arbitrator, 6000 haddock, 9000 cod, 8000 hake.

Sch. Sylvia M. Nunan, 5000 haddock, 3000 cod, 1000 hake, 2000 cusk.

Sch. Washakie, 19,000 haddock, 3000 cod, 1000 hake, 500 pollock.

Haddock, \$2.50 to \$2.75 per cwt.; large cod, \$2.50 to \$3; market cod, 75c to \$2.50; cusk, \$1.50; pollock, \$2.50.

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TWO SMALL MACKEREL

FARES IN.

Sch. Marguerite Haskins

Landed Seven Barrels at

Delaware Breakwater.

Sch. Constellation at

New York With 600 Fish

in Count.

There are two small fresh mackerel trips in this morning, one at Delaware breakwater and the other at Fulton Market, New York. At the former place is sch. Marguerite Haskins, Capt. Benjamin Gray, with seven barrels, while sch. Constellation, Capt. Thaddeus Morgan is at New York with 600 large and medium fish.

"For God's sake, what news do you hear about mackerel? Is anybody catching them and if so, where?" This is the greeting the Fulton Market dealers got from Capt. Thaddeus Morgan as sch. Constellation gasolined up to Fulton market pier and made her lines fast. Those few words tell the whole story of just about how every man Jack in the southern mackerel fleet is feeling. They must be about on edge and ready to bite board nails.

Capt. Morgan reports getting his small haul 65 miles south-southeast of Barnegat. He also reports but a few pods seen and bad weather for the past three weeks. The little pods were so wild that nobody could do anything with them. There were 35 sail in sight when the Constellation stopped her handful.

The Constellation is in at New York for gasoline. Capt. Morgan would never have run there with those few fish, but being out of "ile," he had to come in and killed two birds with one stone.

The honor of buying the first trip landed at New York this season goes to Calvin Eldred of Eldred & Haley, who purchased the whole lot of the Constellation. The Constellation arrived about 11 o'clock.

The fare of sch. Marguerite Haskins was landed as soon as the vessel reached Delaware breakwater and shipped by fast express to the George T. Moon Company of Fulton Market, New York.

These are small catches, indeed, but they are better than nothing as they encourage the folks at home and out south too, and show that there are some mackerel out in the ocean to the southward of Barnegat, and swells the hope that the whole fleet will soon strike them in good shape for big catches.

These are the third and fourth lots of mackerel to be landed by the seining fleet this season, the first being 13 barrels at Fortress Monroe, by sch. Electric Flash, Capt. William Bissert, and the second by sch. Patrician, Capt. C. Wesley Farmer, which brought in three barrels at Delaware breakwater a few days ago. All the fish were shipped to New York.

Mackerel from Chincoteague Traps.

Six barrels of large, fresh mackerel were received at Fulton Market this morning from the traps at Chincoteague. The dealers are offering them for 65 and 75 cents apiece.

Mackerel Netting Fleet.

The mackerel netting fleet is now in full swing of preparation for the southern trip. Sch. Mabel Bryson, Capt. Joseph Sampson, sailed yesterday, and several of the Rockport boats will begin to fit out in a few days.

Sch. Lillian is fitting now for netting under command of Capt. Augustus Robishaw, and Capt. John Barrett is fitting sch. N. A. Rowe, sch. Hobo is getting ready under command of Capt. Larry McGrath and Capt. Peter Willett is fitting sch. Freedom. Capt. Jacob P. Barrett is fitting sch.

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TWO MORE GOOD HALIBUT FARES.

Schs. Senator and Atalanta Have Fine Trips.

The fine large halibut wave which started this way, laden with good fares about the first of January, is still heaving in this direction and nobody cares to stop it; indeed everybody is hoping for it to keep on. On the heels of sch. Cavalier's fine fare yesterday, are two more nice ones this morning.

From the ice bound Gulf of St. Lawrence comes sch. Senator, Capt. George Marr, with about 30,000 pounds of fine fish taken off Cape Anguilla, on the west Newfoundland coast. Sch. Senator is the first craft to make up into the gulf since the ice embargo shut down last winter. Capt. Marr reports no ice now on the Newfoundland side, up as far as Bay of Islands, and had no difficulty in getting to the fishing grounds. He also reports good weather of late in that region.

Off Channel he saw several of the salt fishing fleet and they were doing fairly well. He was on board sch. Arkona, Capt. Newman Wharton, and found that the crafts there had fished up their home baiting. It was probable that they would go to Bay of St. George or Bay of Islands, and catch their own bait, on which to continue the trip until Magdalen island time.

Sch. Atalanta, Capt. Richard Wadding, is in also this morning, coming from Green Bank with a splendid fare, 50,000 pounds of halibut. Capt. Wadding reports good weather on the ground of late. He came home via the southward of the Sable island and saw no ice. There were no vessels on the ground. Indeed he did not see a sail until he was up off Eastern Point, bound into the harbor. Everybody is pleased that Capt. Dick has such a fine fare, and hope that it is a forerunner of many more such to come.

From Georges this morning, the cod handliner William H. Rider, Capt. Nils Larson, has 6000 pounds of halibut in addition to her catch of 26,000 pounds of salt cod, showing that these big fish have struck in fairly good on that nearby fishing ground.

Despite the dullness of the trade, and the fact that Boston and New York are full of Pacific halibut, the two halibut companies stuck to their guns this morning, and paid yesterday's price, seven cents per pound for white and five cents per pound for gray, for all three trips, which was certainly doing well and all, if not more than could be expected. The fare of sch. Senator went to the New England Fish Company, and that of schs. Atalanta and William H. Rider to the American Halibut Company.

New Vessel.

The new knockabout sch. Georgia, which was launched from A. D. Story's yard at Essex last week, was towed here Saturday. Her spars were stepped yesterday and she will fit for seining under command of her owner, Capt. Frank Cahoon of Cape Cod.

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Southern Fishing Notes

Fifteen thousand pounds of Spanish mackerel were brought to Pensacola, Fla., on April 13, from St. Joseph on the smack Angellena, of E. E. Saunders & Co.'s fleet. This is the largest catch of mackerel this season. The smack was out only four days.

A monster pompano was captured by the Hanson brothers at St. Augustine, Fla., a few days ago and sold to the Indian River & Lake Worth Fish Company. The fish tipped the scales at 26 pounds and was a beautiful specimen of pompano. In length it was three feet, one inch, and was the second largest fish of the pompano family ever captured in these waters. Last October one was caught weighing 30 pounds.

G. W. Britz, while fishing at Galveston, Texas, last week, took on a green turtle weighing nearly 70 pounds. The turtle was caught on a hook and landed by Mr. Britz.